Corridor Plan
State Route 152

April 2010

Approved by Bijan Sartipi, Director
Caltrans District 4

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Date

Review Acknowledgement

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I. Executive Summary

The Corridor Concept conveys Caltrans vision for a route with respect to corridor capacity and operations for a 25-year Planning horizon. The concept takes into account factors that create interregional, regional, and local travel demand, including commuting, freight movement, recreational needs, and nearby land use.

The route concept is derived from:

- Facility "route concepts" established in 1980s Route Concept Reports
- Facility and operational concepts established for 24 main corridors in an effort conducted by Planning and Operations in 2001-02
- Information contained in Operations plans developed for strategies established system wide
- Local and regional input
- Freeway Agreements

Concept Summary

Segment	County	Segment Description	Existing Facility	25-Year Concept
Segment A PM 0.0 – 7.93	SCL	SCR/SCL Co. line to Santa Teresa Blvd.	2C	2C
Segment B PM 7.93 – M10.27	SCL	Santa Teresa Blvd to US 101 I/C (W junction)	2-6C	2-6C
Segment C PM R9.914 –R21.98	SCL	US 101 I/C (E junction) to SR 156 I/C	2-4C	2-4C within urbanized areas; 4E outside
Segment D PM R21.98 – R35.16	SCL	SR 156 I/C to SCL/MER Co. Line	4E	4E plus truck climbing lane portion **(5E)**

C = Conventional Highway
E = Expressway
F = Freeway
PM = Post Mile
# = Number of lanes

Concept Rationale

An important role for SR 152 is to link I-5 in the Central Valley with the San Francisco and Monterey Bay Areas. Given the importance of SR 152 east of US 101 to interregional travel as well as the designation of that segment as part of the State's ultimate Freeway and Expressway System, a four-lane expressway (4E) concept is appropriate for the facility between US 101 and the SCL/MER County line. Though the future High-Speed Rail will influence future traffic on SR 152 by providing a high quality rail alternative to driving between the Southern San Francisco Bay Area, Central Valley, and Southern California, forecasted population growth on both sides of the Diablo Range will make this a relative benefit only. The narrow, curvilinear nature of the facility west of US 101 renders it a less viable interregional link than SR 129 that parallels SR 152 approximately ten miles to the south. As such, the concept for SR 152 is to remain a two-lane conventional facility between the SCR/SCL County line and the city of Gilroy.

Proposed Operational Strategies

Operational Strategies will include interchange modifications, and intersection upgrades and channelization improvements.

Because of heavy vehicle and truck use in Segment D, adequate inside and outside shoulder widening is recommended, along with center median barrier placement where appropriate.

Proposed Goods Movement Strategies

Establish truck climbing lanes as part of Safety & Mobility Improvements.

II. Corridor Background

Introduction
A Corridor Plan (CP) defines the "concept" or configuration of a State owned/operated facility, projecting to a 25-year planning horizon. The CP describes corridor characteristics such as the existing transportation network and land use, and projects the long-range corridor travel needs. A Corridor Plan is not meant to be an encyclopedia of corridor information, but rather a statement by the Department on what the future facility should be to better manage projected travel demand and other considerations such as interregional needs, goods movement, and local concerns.

Corridor Plans are being developed for all 56 statutorily identified State Routes in District 4. This Corridor Plan provides a concept for State Route 152 (SR 152) which traverses Santa Clara County in the District.

In order to recommend specific corridor improvements, a corridor analysis is performed based on forecasted demand and growth in the corridor (current and planned land uses, existing operating conditions, and planned and programmed improvements). Long-range performance expectations and potential deficiencies are identified. Conclusions are reached in conjunction with internal and external partners.

While considering the transportation network of the corridor as a whole, including other modes, Caltrans recognizes that its authority generally lies within the State Highway System. This report's major emphasis is on State highway facilities.

Purpose and Need for a Corridor Plan
Government Code 65086 states that "the Department of Transportation as owner-operator of the State Highway System (SHS) shall carry out long-term State highway system planning to identify future highway improvement." These reports are currently identified as Corridor Plans. Guided by regional, State, and federal policies and guidelines, this CP is focused on anticipating future improvements primarily needed to address a 25-Year horizon of future growth.

State's Interregional Responsibility
The State Highway System (SHS) serves primarily interregional and regional travel demand. While this is not to preclude SHS access to specific destinations such as public facilities or major tourist attractions, development and modification of the SHS is conducted in the context of the mobility of regional and statewide to-and-through movement of people and goods.

California Senate Bill 45 (SB 45) of 1998 stipulates that the State will nominate transportation improvements that facilitate the movement of people and goods between the State's 43 transportation regions as well as to and through the State. To this end, the State is responsible for developing highway system performance standards pertinent to accommodating interregional travel demand, and specifying corridor facility concepts that improve interregional travel through the State Highway System. The corridor concepts indicated in Corridor Plans reflect the State's determination regarding the system accommodation of interregional, regional, and local travel needs.

Corridor Plan Consistency

Corridor Plan preparation is guided by several levels of government policy and direction. Applicable federal and State guidelines, such as the *Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU)*, the *California Transportation Plan 2030 (CTP 2030)*, and the Interregional Transportation Strategic Plan (ITSP), provide the policy foundation for this Corridor Plan. The current State Highway Operation and Protection Program (SHOPP), a program of maintenance, safety, and rehabilitation improvements, and the State Transportation Improvement Program (STIP) are also critical in the development of this Corridor Plan.

A full discussion of federal, State, and regional Transportation Planning efforts and policies related to Corridor Plans is included as Appendix A.

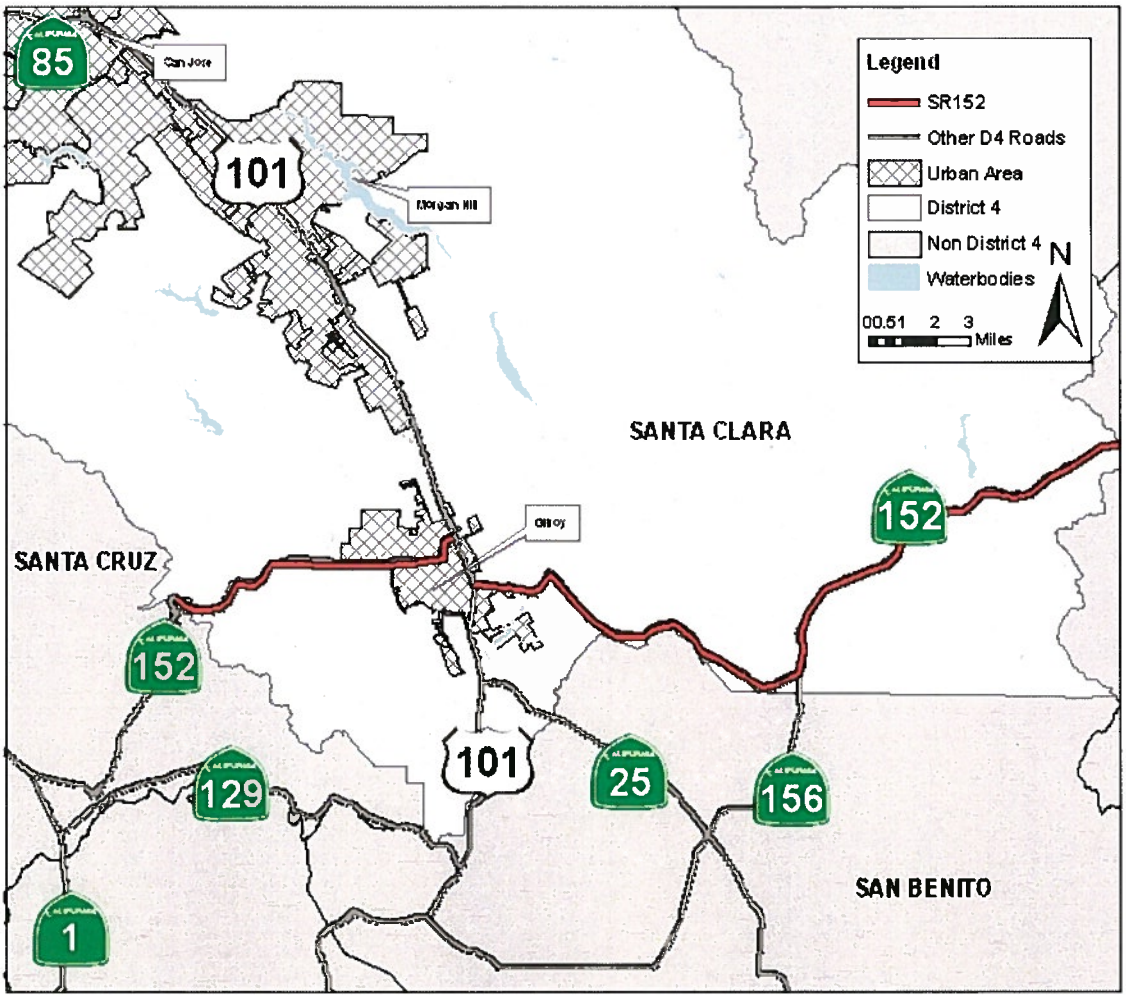
III. Corridor Overview

Corridor Description

State Route 152 constitutes a major east-west route corridor in northern California, connecting SR 1 near the coast with SR 99 in the San Joaquin Valley. In District 4, SR 152 extends 35 miles through the southern portion of Santa Clara County, from the Santa Cruz/Santa Clara County line to the Santa Clara/Merced County line. Traversing mostly rural areas, the corridor extends through the city of Gilroy at the intersection of SR 152 and US 101. It is mostly a 2-lane conventional facility, except for the portion through Gilroy, where it is 4 lanes. East from the junction with SR 156 it becomes a four-lane expressway to the Merced County line.

SR 152 serves interregional and regional travel including recreational and commuting traffic and goods movement. It also serves local travel in the city of Gilroy.

SR 152 is one of the three major highway connections between the San Francisco Bay Area and I-5, the State's north-south Interstate facility. It also links the I-5 corridor with the Monterey Bay Area via SR 156 and SR 1. It has been designated by the State as vital to interregional travel through its designation as an IRRS route by legislation.



Additionally, Caltrans has designated SR 152 east of US 101 and SR 156 in its entirety, as a Focus Route corridor. Focus Routes are of the highest priority for improvement to minimum facility standard, and serve as a system of high-volume primary arteries to which lower volume and facility standard state highway routes can connect for longer interregional trips and access to statewide gateways.

Geometrics and Terrain

Specific geometric and terrain information for the SR 152 corridor is as follows (post miles approximate):

County	Approx. Post Mile	Facility	Description
SCL	PM 0-4	2-lane conventional	Curvilinear alignment through hilly terrain (natural setting)
SCL	PM 4-7	2-lane conventional	Flat terrain (agricultural setting)
SCL	PM 7-10	4-lane conventional	Flat terrain (urbanized setting)
SCL	PM 10-15	2-lane conventional	Flat terrain (agricultural setting)
SCL	PM 15-20	2-lane conventional	Rolling terrain (agricultural setting)
SCL	PM 20-28	2-lane conventional	Flat terrain to mountainous terrain (natural setting)
SCL	PM 28-33	4-lane conventional	Curvilinear alignment on grade over mountainous terrain

Demographics

Santa Clara County is the most populous county in the Bay Area, forecasted to grow in population (29%) and in number of households (29%) over a 25-year time period ending in 2030. Job growth is expected to grow by 46% over the same period. Close to 2 cars are available per household, a 7% higher average than the Bay Area as a whole, while no car is owned in one out of every twenty households (U.S. Bureau of Census, 2006). Car users in Santa Clara Co. drive to work in 25-30 minutes on average, while transit users take 51 minutes on average, about twice as long (American Communities Survey, 2006).

Of further importance to this corridor is that Santa Cruz, San Benito, and Monterey Counties are expected to grow by 40% in a 30-year period, while the unemployment rate for the three counties is historically higher than the State average, promoting more commuting. Most likely US 101 will receive the lion share of the additional commute trips from these counties. Based on 2005 figures provided by AMBAG, San Benito County to the south of Santa Clara County has a 44% population growth forecast for 2030, an increase of 25,000 people.

To the east in Merced and Fresno Counties, even greater population growth is expected. The Merced County Association of Governments (MCAG) expects a population growth of 98% over a 30-year time period, a third higher than the forecasted job growth, while the Fresno Council of Governments expects a population growth of 58% over a 25-year period, but forecasts a job growth of 66%.

COUNTY	POPULATION		# HOUSEHOLDS		#JOBS	
	2005	2030	2005	2030	2005	2030
Alameda	1,505,300	1,858,800	543,790	671,700	730,270	1,037,730
Contra Costa	1,023,400	1,255,300	368,310	466,430	379,030	551,530
Marin	252,600	279,100	103,180	114,970	135,370	160,110
Napa	133,700	153,500	49,270	58,640	70,690	94,310
San Francisco	795,800	922,600	338,920	386,680	553,090	782,560
San Mateo	721,900	842,600	260,070	304,660	337,350	487,420
Santa Clara	1,763,000	2,279,100	595,700	769,750	872,860	1,272,950
Solano	421,600	562,900	142,040	188,290	150,520	215,000
Sonoma	478,800	558,900	181,800	216,320	220,460	320,070
Total	**7,096,100**	**8,712,800**	**2,583,080**	**3,177,440**	**3,449,640**	**4,921,680**

Source ABAG 2007 Projections

Land Use

Land use along SR 152 is mostly agricultural. The city of Gilroy, the major urban center in southern Santa Clara County, is located at the intersection of US 101 and SR 152. During the past 20 years, Gilroy has developed into a commute-shed for the South Bay and has experienced significant growth.

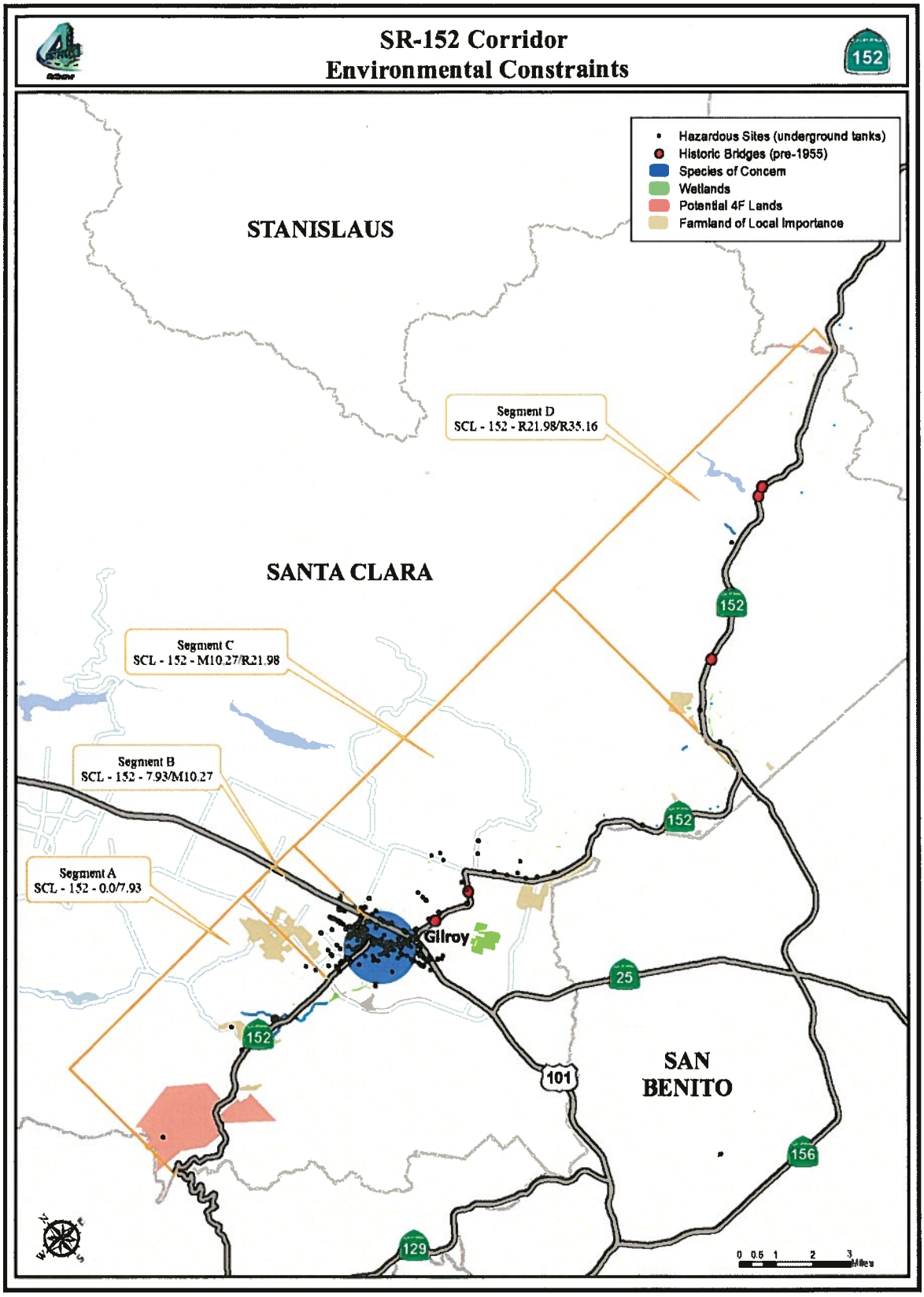
Each District monitors the development of large private projects through their review of CEQA documents by lead agencies for projects having major impacts on the State's transportation system. This could require mitigation measures, or the collection of fair share fees. While release of environmental documents for large private projects has slowed, there are still projects actively engaged in acquiring project approval throughout the District. At this time, there is no major development project planned within the SR 152 corridor.

Caltrans continues to encourage the collection of regional traffic impact fees with Congestion Management Agencies (CMAs). In recognition of the connection between transportation system and land use conversion from open/agricultural space to residential/commercial land use, the Association of Bay Area Governments (ABAG) has pioneered in the development of Priority Development and Conservation Areas (PDAs and PCAs). The Association has actively worked with municipalities and transit districts throughout the Bay Area to foster this program.

Environmental Constraints

The environmental map below illustrates known environmental constraints for the corridor. These may include the presence of hazardous materials or facilities, habitats of threatened or potentially threatened species, fragile wetlands, and/or the presence of historic bridges or other structures. This information needs to be taken into consideration when proposing any improvements or modifications to state facilities within the corridor.

The SR 152 corridor in Santa Clara County is within the southern boundary of the Bay Area Air Quality Management District (BAAQMD) but is also in close proximity to the Monterey Bay Unified Air Pollution Control District (Santa Cruz County) and the San Joaquin Air Pollution Control District (San Benito & Merced Counties).


SR-152 Corridor
Environmental Constraints
152
Hazardous Sites (underground tanks)
Historic Bridges (pre-1955)
Species of Concern
Wetlands
Potential 4F Lands
Farmland of Local Importance
STANISLAUS
SANTA CLARA
SAN BENITO
Segment D
SCL - 152 - R21.98/R35.16
Segment C
SCL - 152 - M10.27/R21.98
Segment B
SCL - 152 - 7.93/M10.27
Segment A
SCL - 152 - 0.0/7.93
Gilroy
25
101
156
129
0 0.5 1 2 3
Miles

Route Designations

Freeway & Expressway System (F&E)	Portion in D4 from US101 to SCL/MER County line
Functional Classification	Major Collector (PM 0.0 - 7.91); Minor Arterial (PM 7.93 - 9.17); Principal Arterial (PM 9.43 - R35.16)
Trucking Designations	STAA Route (Surface Transportation Assistance Act); Terminal Access PM10.00 – 33.00, CA Legal Advisory Route PM 5.00 – 10.00, Restriction PM 0.00 – 5.00 No Trucks/Combinations >45 ft.
Trucking Facilities	Portable Scales both directions, (PM R 34.9, R 34.7) in vicinity of SCL/MER County Line.
National Highway System (NHS)	From City of Gilroy, S junction with US 101 to SCL/MER County Line (PM 9.91 - R35.16)
Scenic Highway	Eligible for official designation from SR 156 near San Felipe to SCL/MER County Line (PM 22.1 -1)
Lifeline Corridor	No
Traffic Operations System (TOS) facilities	None
Interregional Road System (IRRS)	Focus Route from US 101 to SR 99
Metropolitan Planning Organization (MPO) /Regional Transportation Planning Agency (RTPA) /Congestion Management Agency (CMA)	MPO/RTPA: Metropolitan Transportation Commission (MTC), CMA: Santa Clara Valley Transportation Authority (VTA)

Trip Information

Commuting
There is some commuting between the Bay Area and the Central Valley via the SR 152 corridor.

Goods Movement
The corridor is important to Goods Movement, particularly with respect to agricultural transport. As the SR 152 serves as a major access corridor to the San Francisco and Monterey Bay regions, it is a key facility for the movement of freight. There are no ports or intermodal transportation facilities of significance in or near the SR 152 corridor.

SR 152 Truck Information

Current Traffic	SR 152 W of US101	SR 152 E of US101	I-5 through S.Joaquin Valley
AADT 2005	17,000	30,000	28,000-32,000
Truck % of Total AADT	3%	17%	28 - 32%
5-Axle Trucks as % Total Trucks	15%	80%	77 – 83%

AADT on SR 152 west of US 101 is 17,000 with a relatively low truck percentage of AADT of 3% and a five-axle percentage of total trucks of over 15 percent. East of US 101 the AADT (east of the merging of SR 156 to the Monterey Bay Area) is 30,000 with a high truck percentage of 17% and a five-axle percentage of total trucks at 80%. For comparative purposes, traffic data is shown for I-5 through the San Joaquin Valley. SR 152 is a critical link for the South Bay region to I-5. The proceeding table compares the truck traffic for SR 152 and I 5, the State's north-south interstate facility. The data show that truck volumes on SR 152 are comparable to those on I-5 indicating that the facility is critical to freight movement between I-5 and coastal metropolitan areas.

Recreational
SR 152 is vital to recreational traffic destined for the Central Valley and Sierra to the east, and to Southern California via I-5.

Transit Service
Caltrain provides limited commuter rail service between Gilroy and San Jose that continues to San Francisco. The Santa Clara Valley Transportation Authority (VTA) has created the Gilroy Transit Center (at the Caltrain station) that services the route with five regular bus lines, running from once to (at times) four times an hour, plus two special commuter bus lines. From Hollister, three bus lines reach Gilroy, mainly during commute hours. Though important, this bus service does not influence the traffic flow on SR 152 in a significant way.

The California High-Speed Rail Commission has specified a corridor preference for high-speed rail service between the San Francisco Bay Area and Southern California approximately through the SR 152 corridor via Pacheco Pass. There is a possibility that the high-speed rail facilities would share right-of-way with SR 152. The high-speed rail connection will influence future traffic on SR 152 by providing a high quality transit alternative to the private car, yet the forecasted population growths on both sides of the Diablo Range will make this a relative benefit only.

There is no transit service on SR 152 neither to Stanislaus County nor to Santa Cruz County.

Bicycle and Pedestrian Facilities
Few bicycle or pedestrian facilities are found outside the urban area of Gilroy on SR 152. However there is a portion of the Bay Area Ridge Trail that is completed through Mt. Madonna County Park, with other portions of the trail planned to cross SR 152 east of Gilroy. The Juan Bautista de Anza Historic Trail corridor also crosses the route east of Gilroy.

Bicycles are permitted on State routes unless otherwise prohibited.

Additional Issues
Extensive study efforts have been conducted in consideration of implementing a new SR 152 alignment between US 101 and SR 156. The current alignment is a two-lane facility that extends across flat and rolling terrain. As SR 152 is an important interregional truck facility for interregional travel, including significant freight movement, it has been determined that major improvements to the facility, including possible realignment, are needed. Previous realignment studies focused on new direct connections between US 101 and SR 156 mostly through San Benito County. Realignment alternatives developed subsequently all include use of an expanded SR 25 (that extends east from US 101, south of Gilroy, into San Benito County) south to

a point at which a newly constructed facility would extend either to existing SR 152 or to the SR 152/SR 156 interchange via existing SR 156. Should SR 152 be realigned between US 101 and SR 156, the appropriate portion of the existing alignment of SR 152 would be relinquished to local agencies.

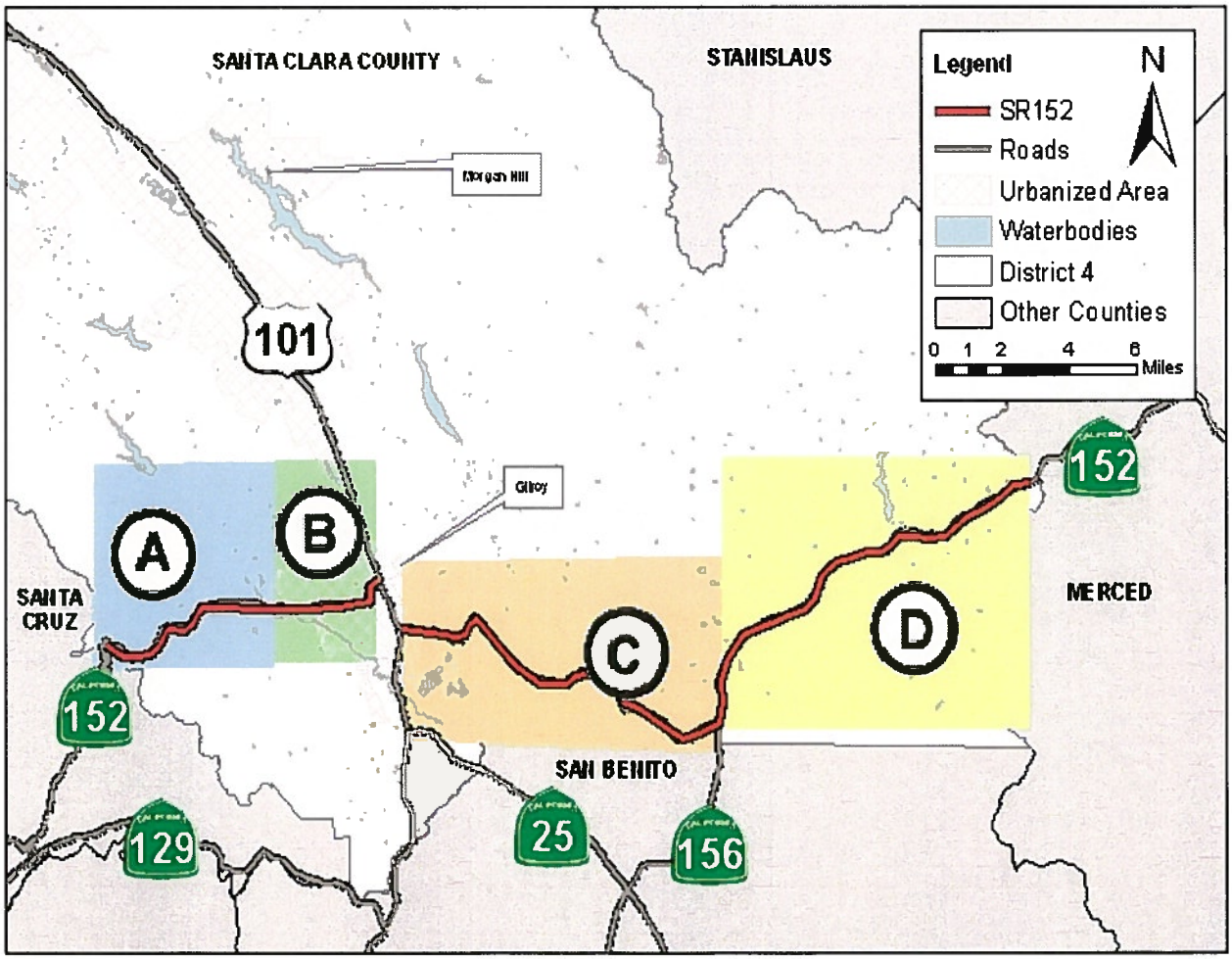
The State and the Santa Clara Valley Transportation Authority (VTA) are implementing the SR 152 Trade Corridor Study. The project limits extend from US101 in Santa Clara County to SR 99 in Madera County. The main emphasis of the study is the facilitation of freight between the US101 corridor and the Central Valley. The study effort includes resolution of the future alignment of SR 152 between US 101 and SR 156. Additionally, the Department is assuming, over the long-term planning period (25 years), the realignment of SR 152 around Gilroy to the south and west from the US 101/SR 25 interchange via Santa Teresa Blvd. to the existing SR 152 facility west of Gilroy. Assuming the ultimate realignment scenario, this would make feasible the relinquishment, to local ownership and operation, the existing segment of SR 152 through the City as well as most or all of the route's current alignment between US 101 and SR 156.

IV. Corridor Segmentation

The transportation corridor, for purposes of the Corridor Plan, is divided into segments based on a range of criteria that are listed below.

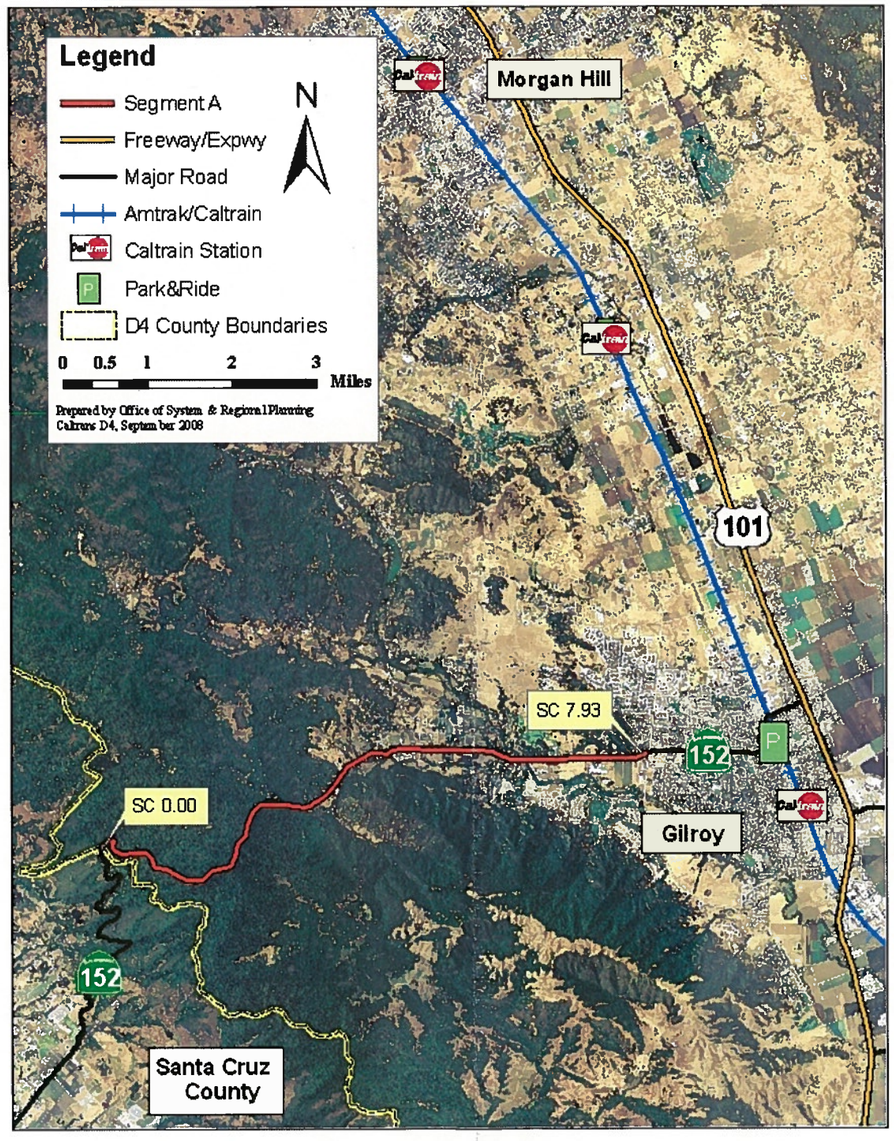
- District boundaries
- County boundaries
- Urban/Rural boundaries
- Major changes in traffic volumes
- Changes in the number of lanes
- Significant changes in grade/terrain
- Changes in route function including recreational, trucking, commuting, etc.
- Freeway Agreements

The SR 152 corridor is divided into 4 segments, labeled A through D, as shown on the map below. Detailed Segment Data follows.



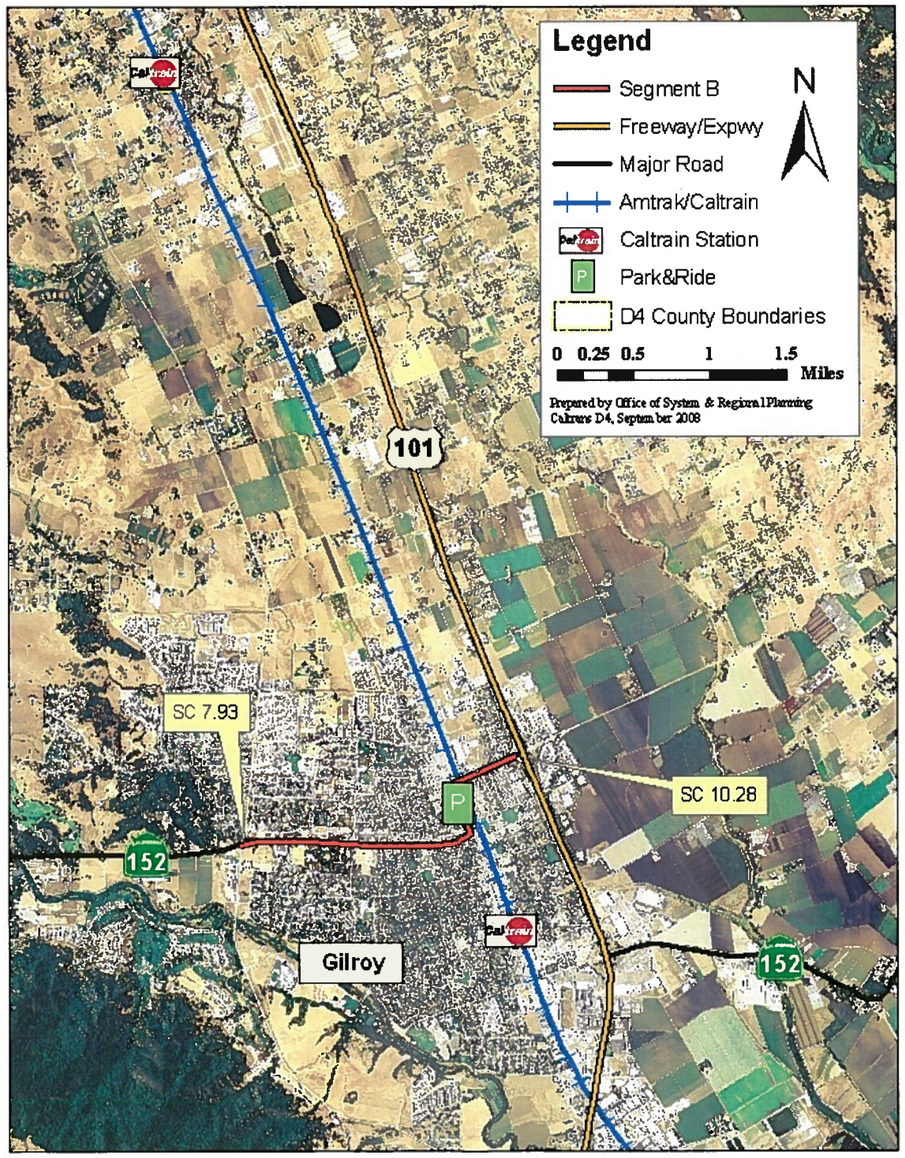
SEGMENT A	
Features	**Data**
County/City	Santa Clara County, western fringes of city of Gilroy
Facility Type	Conventional route, Major Collector
Existing Facility	2C
2035 Year Concept	2C
Segment Characteristics	
Segment Limits	Santa Cruz/SCL county line to I/C with Santa Teresa Blvd.
Begin/End Post Mile	Santa Clara PM 0.0-7.93
Length	7.93
Terrain	Mountainous
HOV Lanes (PM to PM)	0
Percent Grade (PM to PM)	0
Truck Weigh Stations	No
Truck Parking	No
TOS element	Extinguishable Message Sign (EMS)
Multi Modal	
Bicycle Facilities	No. Rating by County: "Alert"
Transit Oriented Developments (TODs)	No
Park and Ride Facilities	No
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	EB 3300 WB 3300
AADT 2030	EB 4800 WB 4800
Hours of Delay 2007	Non-freeway facility- data unavailable
Peak Hour Volumes 2007 (AM/PM)	EB 220/250 WB 200/340
Peak Hour Volumes 2030 (AM/PM)	EB 350/465 WB 320/630
V/C Ratio 2007 (Volume to Capacity of 1700 per lane)	.20
V/C Ratio 2030 (Volume to Capacity of 1700 per lane)	.37
LOS 2007 (Level of Service)	B
LOS 2030	B
Truck Volumes 2006	648
Truck Traffic: Truck Percentage of AADT (range)	4.3 – 3.11%
5+ Axle Truck Percentage of Truck AADT (range)	7.2 – 16.33%
Accident Data per million vehicle miles (09/'04 – 08/'07)	
Fatality + Injury Rate	0.71 (0 accidents w/fatalities; 39 accidents w/injuries)
Statewide Fatality + Injury Rate	0.76
Total Accident Rate	1.48
Statewide Total Accident Rate	1.55

Santa Clara County SR 152
Segment A PM 0.0 - 7.93



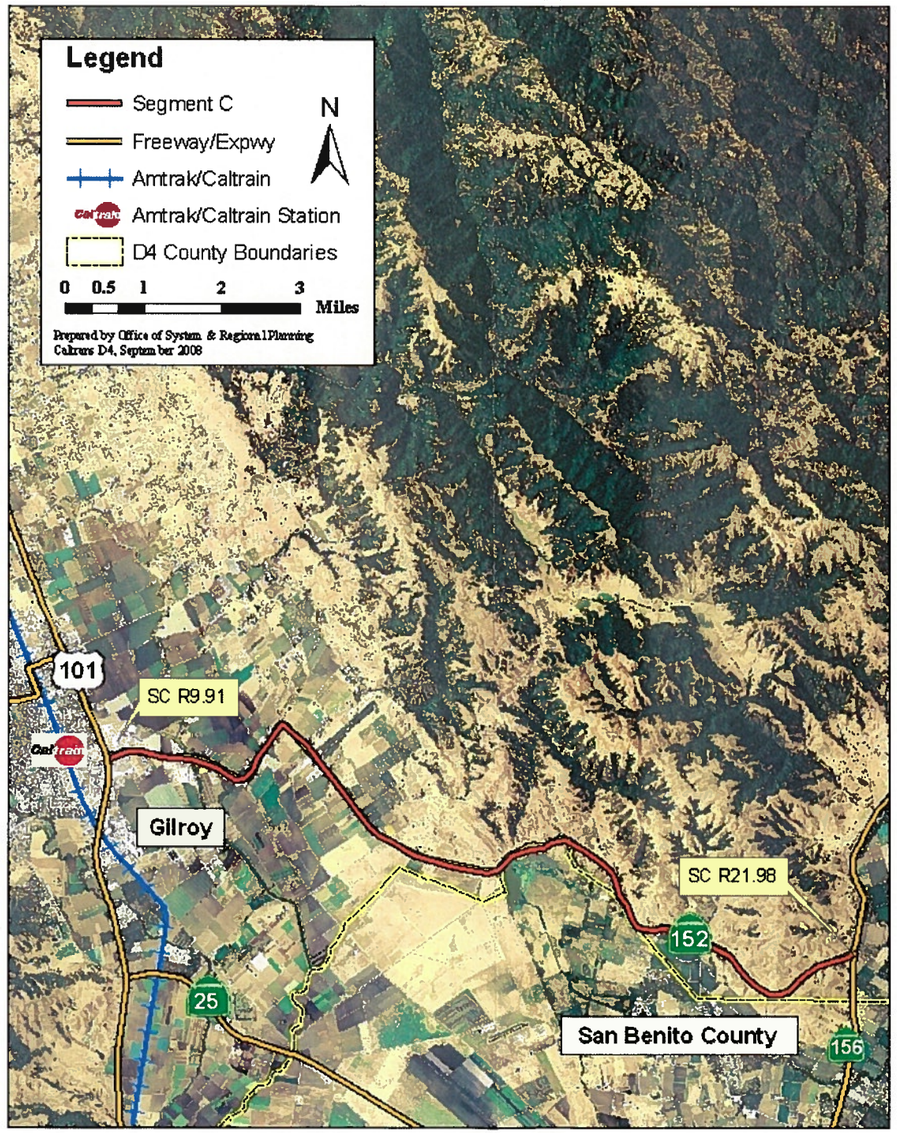
SEGMENT B	
Features	**Data**
County/City	Santa Clara County, city of Gilroy
Facility Type	Conventional Route, Minor Arterial
Existing Facility	2/6C
2035 Year Concept	2/6C
Segment Characteristics	
Segment Limits	Intersection with Santa Teresa Blvd. to northern junction with US 101.
Begin/End Post Mile	Santa Clara PM 7.93-M10.28
Length	2.35
Terrain	Flat
HOV Lanes (PM to PM)	0
Percent Grade (PM to PM)	0
Truck Weigh Stations	No
Truck Parking	No
TOS element	No
Multi Modal	
Bicycle Facilities	Some striped lanes through downtown Gilroy only
Transit Oriented Developments	No
Park and Ride Facilities	No
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	EB 10,000 WB 10,000
AADT 2030	EB 14,000 WB 14,000
Hours of Delay 2007	Non-freeway facility- data unavailable
Peak Hour Volumes 2007 (AM/PM)	EB 636/826 WB 476/783
Peak Hour Volumes 2030 (AM/PM)	EB 860/1540 WB 750/1450
V/C Ratio 2007 (Volume to Capacity of 1700 per lane)	.49
V/C Ratio 2030 (Volume to Capacity of 1700 per lane)	.90
LOS 2007 (Level of Service)	C
LOS 2030	E
Truck Volumes 2006	828
Truck Traffic: Truck Percentage of AADT (range)	6.92 – 9.31 %
5+ Axle Truck Percentage of Truck AADT (range)	21.8 – 62.89 %
Accident Data per million vehicle miles (09/' 04 – 08/'07)	
Fatality + Injury Rate	0.82 (1 accident w/fatalities; 37 accidents w/injuries)
Statewide Fatality + Injury Rate	0.86
Total Accident Rate	2.06
Statewide Total Accident Rate	1.94

Santa Clara County SR 152
Segment B PM 7.93 - 10.28



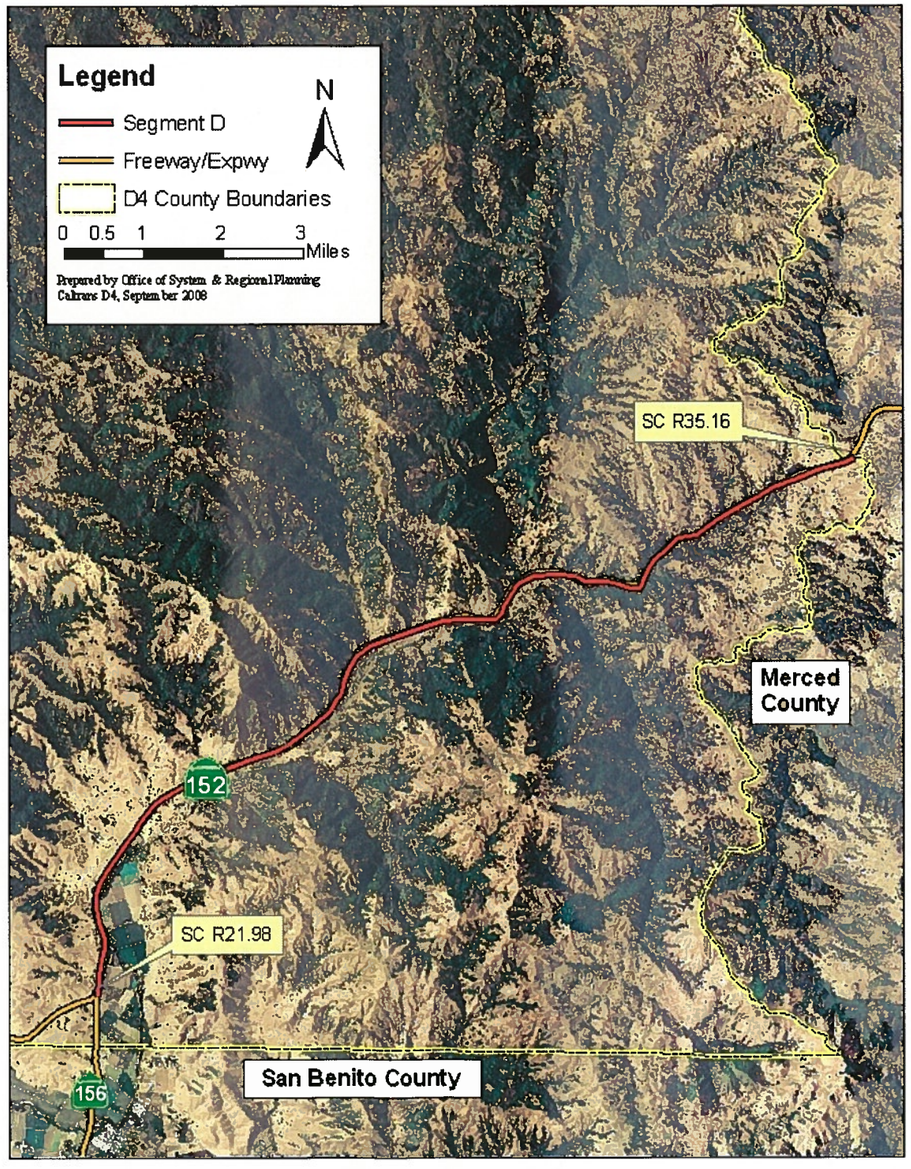
SEGMENT C	
Features	**Data**
County/City	Santa Clara County, western fringes of city of Gilroy
Facility Type	Conventional Route, Principal Arterial
Existing Facility	2/4C
2035 Year Concept	2/4C
Segment Characteristics	
Segment Limits	Northern junction with US 101 (break in route) to southern US 101 interchange, continuing eastward to intersection with Ferguson Road.
Begin/End Post Mile	Santa Clara PM R9.91 - R21.98
Length	12.07
Terrain	Flat to Rolling
HOV Lanes (PM to PM)	0
Percent Grade (PM to PM)	0
Truck Weigh Stations	No
Truck Parking	No
TOS element	Extinguishable Message Sign (EMS)
Multi Modal	
Bicycle Facilities	No. Rating by County: "Extreme Caution"
Transit Oriented Development (TODs)	No
Park and Ride Facilities	No
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	EB 14,800 WB 14,800
AADT 2030	EB 22,000 WB 22,000
Hours of Delay 2007	Non-freeway facility- data unavailable
Peak Hour Volumes 2007 (AM/PM)	EB 636/1072 WB 677/750
Peak Hour Volumes 2030 (AM/PM)	EB 890/1995 WB 960/1395
V/C Ratio 2007 (Volume to Capacity of 1700 per lane)	.63
V/C Ratio 2030 (Volume to Capacity of 1700 per lane)	.85
LOS 2007 (Level of Service)	C
LOS 2030	D
Truck Volumes 2006	627
Truck Traffic: Truck Percent of AADT (range)	10.8-12.03 %
5+Axle Truck Percentage of Truck AADT (range)	75.8-81.26 %
Accident Data per million vehicle mile (09/'04 – 08/'07)	
Fatality + Injury Rate	0.35 (4 accidents w/fatalities; 120 accidents w/injuries)
Statewide Fatality + Injury Rate	0.47
Total Accident Rate	0.89
Statewide Total Accident Rate	0.98

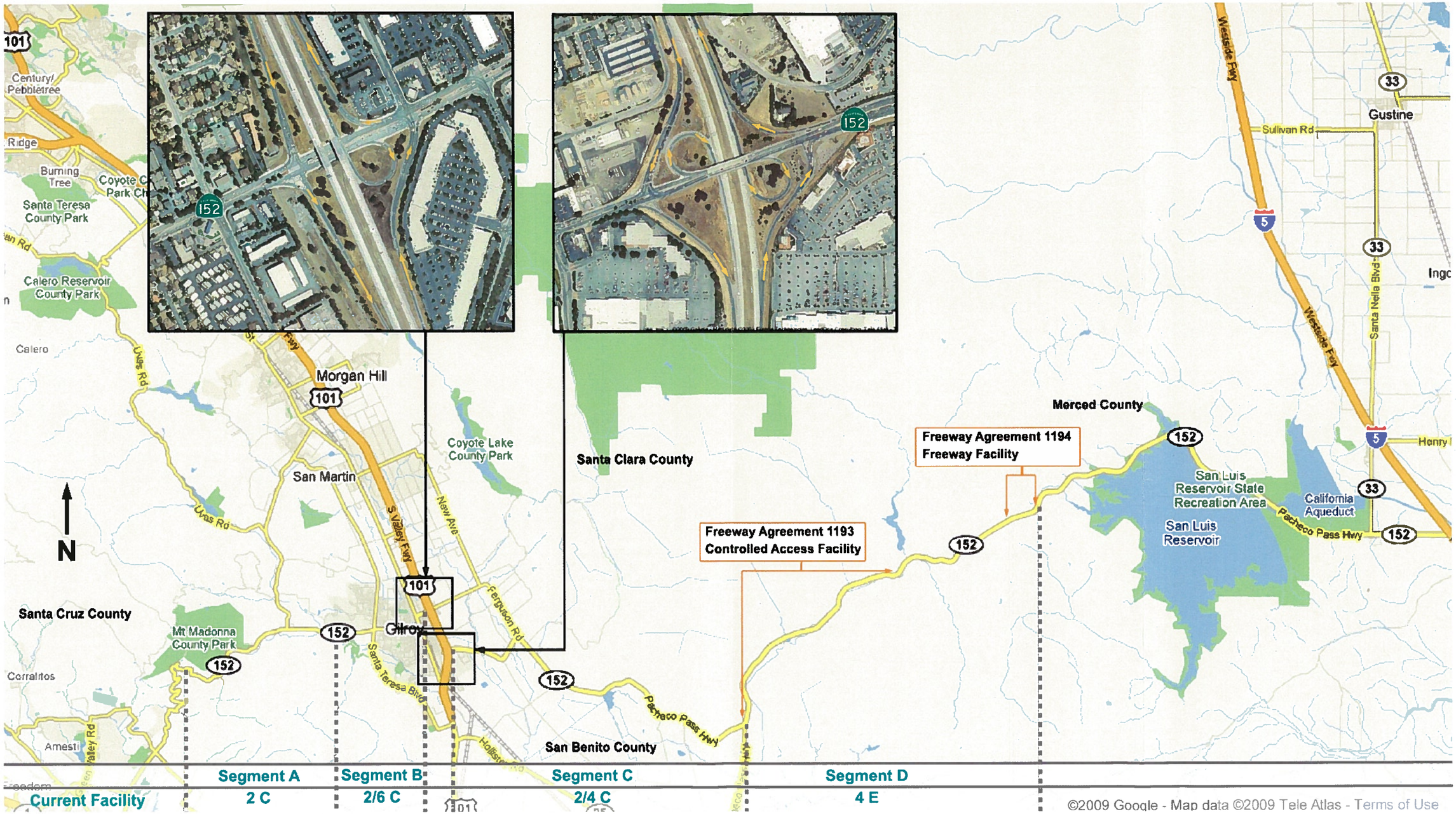
Santa Clara County SR 152
Segment C PM R9.91 - R21.98



SEGMENT D	
Features	**Data**
County/City	Santa Clara County
Facility Type	Expressway, Principal Arterial
Existing Facility	4E
2035 Year Concept	4E, including truck climbing lane
Segment Characteristics	
Segment Limits	Junction with SR 156 to Santa Clara/Merced county line.
Begin/End Post Mile	Santa Clara PM R21.98 - R35.16
Length	13.18
Terrain	Flat to Mountainous
HOV Lanes (PM to PM)	0
Percent Grade (PM to PM)	1+
Truck Weigh Stations	Yes (1 each direction, portable)
Truck Parking	No
TOS element	No
Multi Modal	
Bicycle Facilities	No. Rating by County: "Extreme Caution"
Transit Oriented Development (TODS)	No
Park and Ride Facilities	No
Traffic Data	
AADT 2007 (Average Annual Daily Traffic)	EB 16,300 WB 16,300
AADT 2030	EB 26,000 WB 26,000
Hours of Delay 2007	Non-freeway facility- data unavailable
Peak Hour Volumes 2007 (AM/PM)	EB 515/1561 WB 1435/750
Peak Hour Volumes 2030 (AM/PM)	EB 920/2904 WB 2100/1395
V/C Ratio 2007 (Volume to Capacity of 1700 per lane)	.46
V/C Ratio 2030 (Volume to Capacity of 1700 per lane)	.85
LOS 2007 (Level of Service)	C
LOS 2030	D
Truck Volumes 2006	1049
Truck Traffic: Truck Percentage of AADT (range)	15.9-17.02 %
5+ Axle Truck Percentage of Truck AADT (range)	75.9-79.63 %
Accident Data per million vehicle miles (09/'04 – 08/'07)	
Fatality + Injury Rate	0.22 (6 accidents w/fatalities; 104 accidents w/injuries)
Statewide Fatality + Injury Rate	0.33
Total Accident Rate	0.68
Statewide Total Accident Rate	0.74

Santa Clara County SR 152
Segment D PM R21.98 - R35.16




Century/ Pebbletree
Ridge
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Santa Teresa County Park
Calero Reservoir County Park
Calero
Morgan Hill
Coyote Lake County Park
San Martin
Santa Clara County
Santa Cruz County
Mt Madonna County Park
Gilroy
Cerralitos
San Benito County
Merced County
Freeway Agreement 1194
Freeway Facility
Freeway Agreement 1193
Controlled Access Facility
Gustine
Sullivan Rd
Westside Fwy
Santa Nella Blvd
San Luis Reservoir State Recreation Area
San Luis Reservoir
California Aqueduct
Pacheco Pass Hwy
Ferguson Rd
Santa Teresa Blvd
Uvas Rd
S Valley Fwy
New Ave
Hollister Rd
N
Segment A
2 C
Segment B
2/6 C
Segment C
2/4 C
Segment D
4 E
Current Facility
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V. Corridor Concept Development

Segment	County	Segment Description	Existing Facility	25-year Concept
Segment A PM 0.0 – 7.93	SCL	SCR/SCL Co. line to Santa Teresa Blvd.	2C	2C
Segment B PM 7.93 – M10.27	SCL	Santa Teresa Blvd to US 101 I/C (W junction)	2-6C	2-6C
Segment C PM R9.914 –R21.98	SCL	US 101 I/C (E junction) to SR 156 I/C	2-4C	2-4C within urbanized areas; 4E outside
Segment D PM R21.98 – R35.16	SCL	SR 156 I/C to SCL/MER Co. Line	4E	4E plus truck climbing lane portion **(5E)**

C = Conventional Highway
E = Expressway
F = Freeway
PM = Post Mile
# = Number of lanes

Concept Rationale

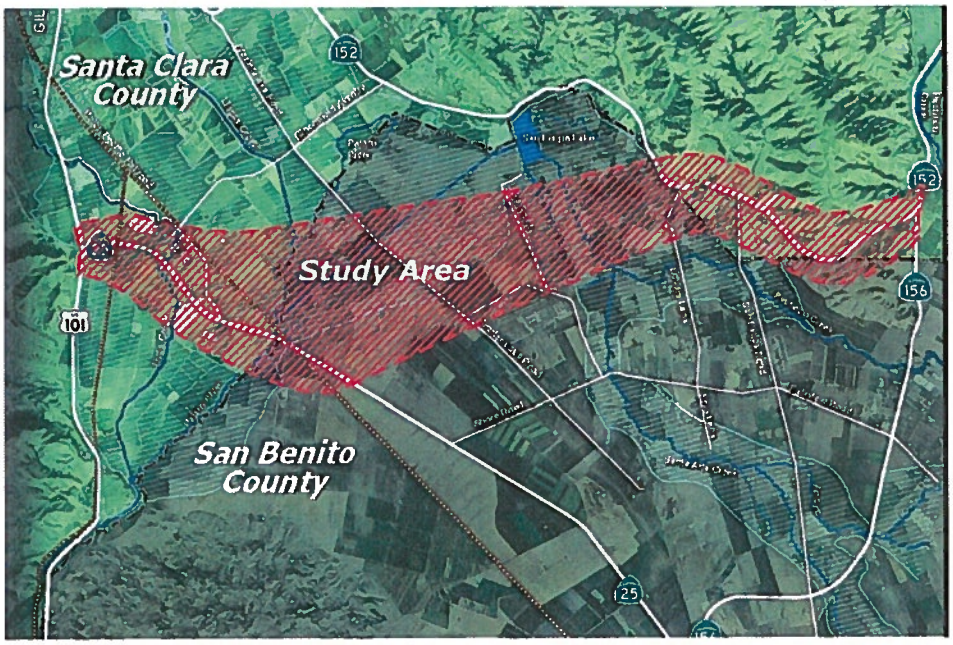
The most important role for SR 152 is to link I-5 in the Central Valley with the San Francisco and Monterey Bay Areas. Given the importance of SR 152 east of US 101 to interregional travel as well as the designation of that segment as part of the State's ultimate Freeway and Expressway System, a four lane expressway (4E) concept is appropriate for the facility between US 101 and the SCL/MER County line. Though the future High-Speed Rail will influence future traffic on SR 152 by providing a high quality transit alternative to the private car between the Southern SF Bay Area and the Central Valley/Southland, the forecasted population growths on both sides of the Diablo Range will make this a relative benefit only. The narrow, curvilinear nature of the facility west of US 101 renders it a less viable interregional link than SR 129 that parallels SR 152 approximately ten miles to the south. As such, the concept for SR 152 is to remain a two-lane conventional facility between the SCR/SCL County line and the City of Gilroy.

Corridor Concept Issues

Segment C: Resolve realignment issue.

As part of an east-west trade and mobility corridor study on SR 152 between US 101 and SR 99, Caltrans and the Santa Clara Valley Transportation Authority (VTA) will evaluate realignment alternatives between US 101 and SR 156. The study area has been identified, as indicated in the map below, but the various alignment possibilities are still under revision. San Benito County is also involved in this partnership.

New Route 152 Alignment Project (US 101 to Route 156)



Segment D: Include truck facility improvements where appropriate.

These would include a runaway truck ramp, inside and outside shoulder widening, and center median barrier placement.

Corridor Project List

County	Begin PM	End PM	Source	EA
			2006 STIP	
SCL			Construct at-grade intersection	0A3500
SCL	var	var	Construct passing lanes	174921
SCL			Construct Truck Climbing lanes	174931
SCL	R21.98	R21.98	Construct flyover & improvements at SR152/SR156 I/C	0A830K
			2008 SHOPP	
SCL	13.80	14.80	Construct left turn pocket	2A0501
SCL	19.30	20.30	Construct left turn pocket	3A4001
			10 year SHOPP	
			none	

Projects that support future concept

Appendices

Appendix A - Pertinent Federal, State, and Regional Transportation Plans, Programs, and Directives

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
This federal law authorizes transportation funding through 2009 and establishes new requirements for statewide and metropolitan transportation planning. The act authorizes all federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Federal Transportation Improvement Program (FTIP)
All federally funded projects, and regionally significant projects (regardless of funding), must be listed in the FTIP per federal law. A project is not eligible to be programmed in the FTIP until it is programmed in the *State Transportation Improvement Program* (STIP) or in the *State Highway Operations and Protection Program* (SHOPP). Other types of funding (Federal Demonstration, Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement Activities (TEA), and Surface Transportation Program (STP) must be officially approved before the projects can be included in the FTIP.

State

California Transportation Plan, April 2006
The "CTP 2030" is a statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce oil energy consumption.

Interregional Transportation Strategic Plan (ITSP)
Caltrans prepared the 1998 ITSP to consolidate and communicate key elements of its ongoing long- and short-range planning. It serves as a counterpart to the Regional Transportation Plans prepared by the 43 Regional Transportation Planning Agencies in California. Caltrans addresses the State Highway system in detail, with special emphasis on the statutorily-identified Interregional Road System (IRRS). The IRRS serves interregional movement of people and goods. There are currently 87 IRRS routes.

State Transportation Improvement Program (STIP)
The STIP is a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds. The California Transportation Commission (CTC) biennially adopts and submits the STIP to the Legislature and Governor. The STIP is a resource management document to assist state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner.

Regional Transportation Improvement Program (RTIP)
The Regional Transportation Improvement Program is a sub-element of the State Transportation Improvement Program (STIP). The Metropolitan Transportation Commission is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The biennial RTIP is then submitted to the California Transportation Commission for inclusion in the STIP.

Interregional Transportation Improvement Program (ITIP)
The ITIP is a sub-element of the State Transportation Improvement Program. The statutes of 1997, Chapter 622-Senate Bill (SB) 45- established the Interregional Improvement Program (IIP) which includes projects to

improve State highways, intercity passenger rail system, and projects to improve interregional movement of people and goods.

State Highway Operation and Protection Program (SHOPP)
Caltrans prepares the SHOPP for the expenditure of transportation funds for major capital improvements necessary to preserve and protect the State Highway System. The SHOPP is a four-year funding program. SHOPP projects include capital improvements for maintenance, safety, and rehabilitation of State highways and bridges.

Senate Bill 45
SB45 establishes guidelines for the California Transportation Commission to administer the allocation of funds appropriated from the Public Transportation Account for capital transportation projects designed to improve transportation facilities.

California Strategic Growth Plan, January 2007
The Governor and Legislature have initiated the first phase of a comprehensive Strategic Growth Plan to address California's critical infrastructure needs over the next 20 years. California faces over $500 billion in infrastructure needs to meet the demands of a population expected to increase by 23 percent over the next two decades. In November 2006, the voters approved the first installment of that 20-year vision to rebuild California by authorizing a series of general obligation bonds totaling $42.7 billion.

Transportation System Development Plan (TSDP)
The TSDP is a listing of Caltrans recommended capacity- increasing improvements on State Highways. The purpose of the TSDP is to identify a comprehensive, reasonable and effective range of transportation improvements in modal categories to improve interregional and regional mobility and intermodal transfer of people and goods on State Highways and major travel corridors.

District System Management Plan (DSMP)
The DSMP provides a vehicle for the development of multi-modal and multi-jurisdictional transportation strategies. These strategies must be based on an analysis that is developed in partnership with regional and local agencies. The DSMP is the State's counterpart to the Regional Transportation Plan (RTP) for the region.

Goods Movement Action Plan (GMAP), January 2007
The Goods Movement Action Plan is a key component of California's Strategic Growth Plan and will guide allocation of $3.1 billion of the $19.9 billion approved by voters in the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). The GMAP identifies projects for consideration in the California Transportation Commission's allocation of $2 billion for infrastructure investment. The Air Resources Board will allocate the remaining $1 billion for emission reduction projects related to goods movement.

California State Rail Plan, October 2007
California's Vision for Intercity Passenger Rail: Transportation in California is guided by the Governor's *Strategic Growth Plan*, *The Global Warming Solutions Act*, Assembly Bill (AB)32, the California Transportation Plan (2025), and the Department of Transportation's Mission/Vision and Strategic Goals. Caltrans prepares a ten-year Rail Plan that includes both passenger and freight rail elements. The Rail Plan is updated every two years.

Caltrans Deputy Directive 64
Caltrans fully considers the needs of non-motorized travelers including pedestrians, bicyclists and persons with disabilities in all programming, planning, maintenance, construction, operations, and project development activities.

State Assembly Bill 32 (AB 32) - Global Warming Solutions Act, September 2006
This bill requires the State's greenhouse gas emissions to be reduced to 1990 levels by the year 2020. Caltrans' strategy to reduce global warming emissions has two elements. The first is to make transportation systems more

efficient through operational improvements. The second is to integrate emission reduction measures into the planning, development, operations and maintenance of transportation elements.

Caltrans - Climate Action Plan
Greenhouse gas (GHG) emissions and the related subject of global climate change are emerging as critical issues for the transportation community. Caltrans recognizes the significance of cleaner, more energy efficient transportation. On June 1, 2005 the State established climate change emissions reduction targets for California which lead to development of the Climate Action Program. This program highlights reducing congestion and improving efficiency of transportation systems through smart land use, operational improvements, and Intelligent Transportation Systems (objectives of the State's Strategic Growth Plan). The Climate Action Plan approach also includes institutionalizing energy efficiency and GHG emission reduction measures and technology into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

Corridor Mobility Improvement Account (CMIA)
The California Transportation Commission adopted the $4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds from the $19.9 billion transportation infrastructure bond approved by California voters as Proposition 1B in November 2006. The statewide CMIA program includes nearly $1.3 billion in Bay Area projects, plus an additional commitment of $405 million through the State Highway Operations and Protection Program (SHOPP) for replacement of Doyle Drive in San Francisco. This brings the total amount programmed for Bay Area transportation projects to roughly $1.7 billion. *Source: www.mtc.ca.gov*

In 2007 the California Transportation Commission adopted a resolution stating that "the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in Corridor System Management Plans (CSMPs)." A CSMP is a transportation planning document that will study the facility based on comprehensive performance assessments and evaluations. The strategies are phased and include both operational and more traditional long-range capital expansion strategies. The strategies take into account transit usage, projections, and interactions with arterial network, and connection to State Highways. Each CSMP presents an analysis of existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor.

The *Freeway Performance Initiative* (FPI) is the Metropolitan Transportation Commission's effort to improve the operations, safety and management of the Bay Area's freeway network by deploying system management strategies, completing the HOV lane system, addressing regional freight issues, and closing key freeway infrastructure gaps. Information from the FPI will be incorporated into CSMPs.

Trade Corridors Improvement Fund (TCIF)
Proposition 1B established the TCIF that included a total of $3.1 billion for goods movement-related programs, of which $2 billion is set aside for infrastructure improvements statewide.

Region

Regional Transportation Plan (RTP)
The Metropolitan Transportation Commission is responsible for adopting the RTP for the nine-county San Francisco Bay Area. The RTP defines a vision for the region's transportation network. The Plan is updated every four years.

County

Countywide Plans
Santa Clara County Valley Transportation Plan (VTP) 2030 - February 2005
The VTP is the long-range countywide transportation plan for Santa Clara County. The Valley Transportation Authority (VTA) is Santa Clara County's Congestion Management Agency and is responsible for preparing and updating the countywide transportation plan.

Appendix B - Additional Corridor Data for SR 152 - Santa Clara County

Route Characteristics	Data
State Route and Interstate Intersections	US 101 North (PM M10.28), US 101 South (PM R9.91), SR 156 (PM R21.98)
Cities Traversed	City of Gilroy
Parallel Arterials	In Gilroy, it intersects two major arterials: Santa Teresa Boulevard and Monterey Road.
Existing Congestion	Top AM Peak Period Congestion: Seg D, westbound R21.98-R35.16 (2100)
	Top PM Peak Period Congestion: Seg D, eastbound R21.98-R35.16 (2904)
Environmental	
Air Quality Basin	San Francisco Bay Area Air Basin
Air Quality District	Bay Area Air Quality Management District
BAAQMD Attained	Attained C0
BAAQMD Not Attained	Not attained Ozone & PM10
Intermodal	
Park 'n Ride lots	None
Transit Oriented Developments (TODS)	None
Modal Split Source: 2000 Census Data by County	
Bicycle	1.2%
Walk	1.8%
Drive Alone	77.3%
Carpool	12.2%
Public Transit	3.5%
Work at Home	3.1%
Other	0.6%
Summary of Existing Studies in Corridor	**VTA South County Study "Southern Gateway" (D4/D5)**: Areas of study are Gilroy in Santa Clara Co. and Hollister in San Benito Co. Includes SR 152, SR 156, US 101, and SR 25. Explores improvement alternatives for E/W movement from the SR 152/156 interchange to US 101. **San Benito/Santa Clara Interregional System Analysis Study (D4/D5) Phase 1:** Performs additional analysis on Southern Gateway alternatives using updated travel demand model; will perform additional truck counts as well. **San Benito/Santa Clara Interregional System Analysis Study (SAS) Phase 2**: Performs environmental and benefit/cost analysis on Southern Gateway alternatives from Phase 1.

Appendix C - State Route 152 Freeway Agreements

A Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

The legislative intent for requiring Freeway Agreements is to obtain local agency support of local road closures, changes to the local circulation system, and to protect property rights and assure adequate service to the community. The agreements may be modified at any time by mutual consent of the parties involved as may become necessary.

Freeway Agreement	Adopted Date	County	Post Miles	Description	Comments
#1193	7-21-87	SCL	22.04 / 30.10	Designate SR 152 a Controlled Access Hwy (Rte.156 to 1 mi. E of Bell Station)	
#1194	4-15-68	SCL	34.40 / 35.2	Declare SR 152 a freeway between 0.8 mi W of the SCL-MER county line and the SCL-MER county line	